

RAILWAY DISASTER.

The collision on the Erie Railroad yesterday... The following are the particulars:— The disaster occurred at Mount Hope depot, twenty-nine miles from Port Jervis, and is believed to have been caused by the misplacement of the spur switch.

Lawrence Pedrick, also slightly injured. Only those persons who were in the smoking car were burned, but the baggage, smoking, two sleeping, and two day cars were consumed.

THE FRENCH CABLE. A copy of the following letter has been addressed to the diplomatic representative of France, and also England, and another copy will soon be transmitted to the Governor of Massachusetts.

RAILROAD LINES. PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD—TIME TABLE.—COMMENCING MONDAY, MAY 15, 1899.

PENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME. The trains of the Pennsylvania Central Railroad leave the Depot at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Market and Chestnut streets at thirty minutes before its departure.

AUCTION SALES. M. THOMAS & SONS, NOS. 130 AND 141 N. 4TH STREET. On Saturday Morning, July 17, at 10 o'clock, at Nos. 223 and 224 Hara Street, between Gates and Beverly, Twenty-third and Twenty-fourth, near the Union Passenger Railway Depot, the estate of James Leitch, deceased, consisting of a blacksmith and wire-rope shop, comprising carts, wagons, pump-car, large quantity of new and old work, horse shoes, nails, tools, lathings, etc.